



Shoalwater Bay Training Area Access Routes Stanage Bay Road Upgrade Proposal

May 2017

Strategic Infrastructure Funding







Livingstone Shire Council

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1.0 EXECUTIVE SUMMARY

Livingstone Shire Council is seeking funding to complete the balance of the upgrade and sealing of the Grey Route (Stanage Bay Road) which is a key access route to the Shoalwater Bay Training Area (SWBTA). This route is of critical importance during the joint ADF/US and Singaporean exercises.

The Grey Route also services a significant number of major export beef producing properties. However the establishment of the SWBTA has meant the loss of rate revenue from 23% of the Shire land for more than 50 years. This has severely limited the community's ability to fund any major upgrades of this road.

Funding has been previously received to the amount of \$7,400,000 (inc GST) to partially seal and upgrade all access routes to the training area and these works were completed in October 2008.

Council has also spent \$2.1 million to upgrade Banwan Creek Bridge and Alligator Creek Bridge in conjunction with the upgrading works.

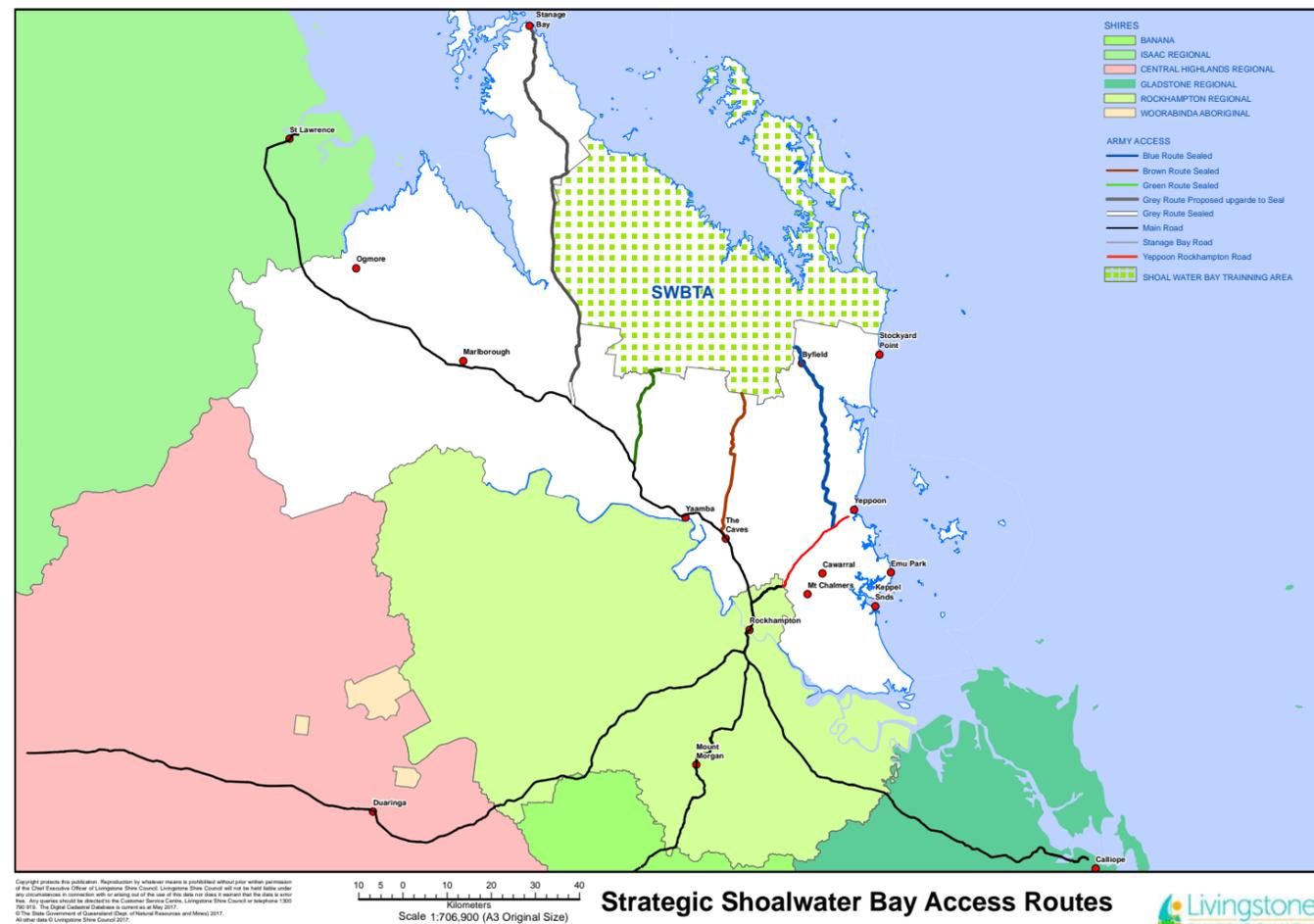
1.1 Shoalwater Bay Training Area Access Routes

The Shoalwater Bay Training Area is widely recognised as one of the best military training facilities in the world. The facility is the only area in Australia where the army, air force and navy are able to engage in joint military exercises. This area is used widely by the Australian, American and Singaporean defence forces for training exercises and manoeuvres. The Shoalwater Bay Training Area is set to expand under the Australia Singapore Military Training Initiative (ASMTI). Increased military exercises will place greater pressure on SWBTA access routes. These routes require upgrading to safe'fit for purpose' national standards.

The Shoalwater Bay Training Area is serviced by four road routes:

- Grey Route – Stanage Bay Road
- Green Route – Raspberry Creek Road
- Brown Route – Rossmoya, Canal Creek, Werribee & Valley Roads
- Blue Route – Farnborough and Byfield Roads

Works proposed under this submission are on the Grey Route.



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EXECUTIVE SUMMARY CONTINUED

1.2 Funding Estimate

The proposed construction program for Stage 1 Stanage Bay Road to Stevens Road Army Access Gate (39.3kms) is estimated to cost \$23.6 million and Stage 2 Stevens Road Army Access Gate to Stanage Bay Township (40 kms) is estimated to cost \$24 million.

Currently the Grey, Green and Brown Routes are primarily gravel roads however, with funding which was previously allocated, the first 7km of the Green Route has been sealed and widened from the Bruce Highway. The whole length of the Brown Route is sealed except for Valley Road. The Grey Route has approximately 17.6km of the worst areas sealed leaving a balance of approximately 79.3km of comparatively poor gravel surface to be upgraded and sealed to the Stanage Bay Township.

The Grey Route is subject to substantial degradation during defence force manoeuvres in the area and by heavy commercial vehicles servicing SWBTA facilities. Increased military training exercises under the ASTMI agreement will result in significant degradation. Undertaking the proposed works will result in long-term savings of approximately one third of the annual maintenance cost of the existing gravel roads.

In the coming years, more than \$140M will spent on upgrades to the Military Training Area to accommodate and support a range of new land combat and amphibious warfare capabilities. The ADF has advised this will include the introduction of new armed intelligence, surveillance and unmanned reconnaissance aircraft in the early 2020's, and the subsequent upgrade of the Williamson and Samuel Hill Airfields to accommodate the new technology.

Construction of a new accommodation camp – catering for more than 1,000 military personnel - is also scheduled to begin early next year to accommodate the expected influx of service personnel required to support the increased training capabilities.

An additional investment of around \$40 million is planned for the decade between 2025-26 and 2035-36.

1.3 Transport Strategy

The Shoalwater Bay Training Area road access route (Stanage Bay Road) has been identified in regional transport strategies, including:

- Capricornia Integrated Regional Transport Plan 2003-2030
- Rockhampton Regional Roads and Transport Group - Local Roads of Regional Significance
- Integrated Local Transport Plan 2006 (in development)

Stanage Bay Road is the sole access road to 19 specialist breeding and fattening beef cattle properties, covering an area of 95,000 hectares. It is also the sole access to Stanage Bay township with 117 village residential and commercial allotments, including a comprehensive general store and marine centre. Stanage Bay township is also the base for the Thirsty Sounc Coast Guard, Stanage Rural Fire Brigade and Stanage Bay SES. The road and township also service the operating oof-shore island groups of Duke Island, Quail Island and Long Island.

1.4 Economic Development

The importance of the SWBTA has been identified in economic development, and planning documents including:

- Planning Scheme for Livingstone Shire 2005
- CQ – A New Millennium
- Rockhampton Regional Development Strategic Plan 2003-2023
- Action Capricorn
- Statement of Proposals for a New Planning Scheme for Livingstone Shire 2001
- Rubikon Report (2011) The Queensland Plan Submission - Livingstone Shire Council (2014)

While it is estimated that defence force exercises at SWBTA inject in excess of \$10 million into the regional economy every year, a relatively small per cent of this benefit is enjoyed by Livingstone which is the Host Shire.

1.5 Adverse Financial Impacts

From a local perspective it has been estimated that Livingstone Shire Council is deprived of in excess of \$1 million dollars annually of foregone rates revenue and road contributions on up to 23% of the Shire's land mass now occupied by the SWBTA. This loss will be further exacerbated by defense acquisition of large cattle stations to accommodate the SWBTA expansion.

1.6 Regional Industry

In addition, industries directly utilising the Grey Route include:

- Beef cattle
- Seafood
- Horticulture
- Tourism, Fishing and Recreation

The importance of Stanage Bay Road to agribusiness was evidenced when this road was nominated as a potential beef route as part of Northern Australian Plan implementation.

1.7 Support

This submission for the sealing and widening of the Grey Route (Stanage Bay Road) has widespread support from the Rockhampton and Capricorn Coast Region including:

- Both Rockhampton Regional Council and Livingstone Shire Councils.
- Central Queensland Regional Organisation of Councils, incorporating the Rockhampton Regional, Livingstone Shire, Banana Regional, Central Highlands Regional, Gladstone Regional and Woorabinda Shires.

1.8 Disaster Management

The Township of Stanage Bay and properties along Stanage Bay Road are frequently cut due to wet weather events and occasional natural disasters (eg. Tropical Cyclone Marcia), the road will provide better emergency access post events and a safer evacuation route pre and post events.

2.0 BITUMEN SEALING OF STANAGE BAY ROAD TO SHOALWATER BAY TRAINING AREA AND STANAGE BAY TOWNSHIP

This submission seeks funding for the bitumen sealing and widening of the balance of the Grey Route (Stanage Bay Road), one of the primary access routes to the Shoalwater Bay Training Area Area and Stanage Bay Township.

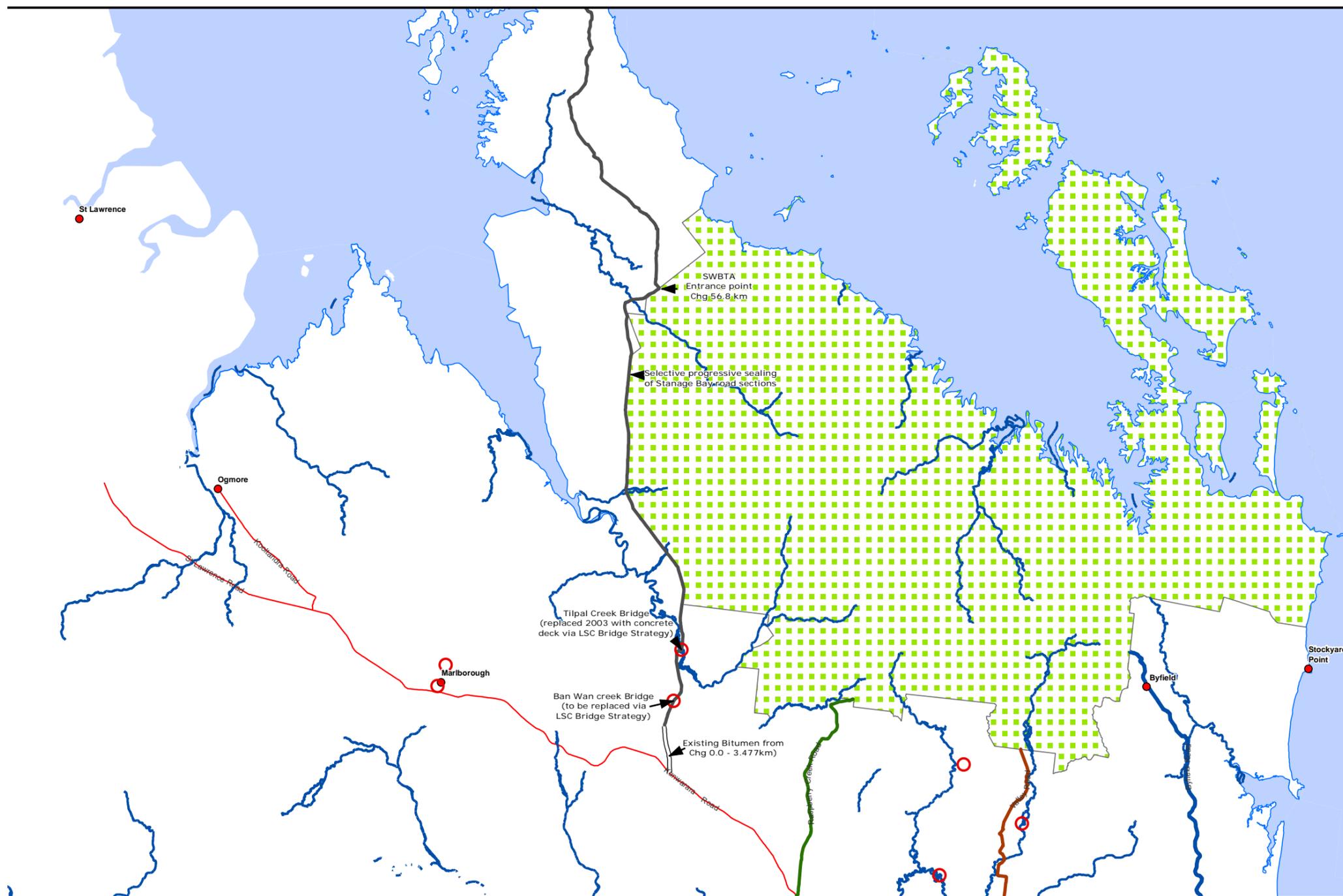
Sealing and widening of this road is proposed after consideration of:

- The international and national significance of the SWBTA facility and the proposed expansion of this area and impacts of increases in military training exercises
- Council's preferred construction program
- Critical safety issues on this road
- The consequences of a spill or dislodgement of dangerous goods
- Route Assessment Guidelines for multi-combination vehicles in Queensland from the Department of Main Roads
- Customer complaints: dust, associated health problems, road watering, noise and hindrance to adjacent property owners
- Ongoing maintenance costs to Livingstone Shire Council, in the order of \$700,000 - \$800,000 per annum, whereas much of the economic benefit arising from military uses flows to Rockhampton Regional Council.

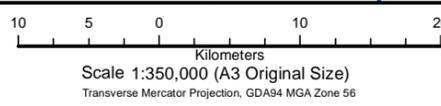
2.1 Proposed Construction Program

The proposed construction program and funding requirements are for the sealing and widening of the remainder of Stanage Bay Road Stage 1 being up to the "Stevens Road Army Access Gate" (39.3kms) and Stage 2 from the access gate to the Stanage Bay Township (40kms).





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Grey Route



BITUMEN SEALING OF STANAGE BAY ROAD TO SHOALWATER BAY TRAINING AREA AND STANAGE BAY TOWNSHIP CONTINUED

2.2 Construction Program - Works Completed and Proposed

The following table sets out the construction program funding already spent and for the requested additional funding.

Route	Description	Funding Already Allocated (excluding GST)	Funding Already Allocated Livingstone Shire	Additional Funding Requirements (excluding GST)	Status of Works
Grey Route	Stanage Bay Road. Bitumen seal and widening to the "Stevens Road Army Access Gate"	Unfunded		\$23,600,000	
	Stanage Bay Road. Bitumen seal and widening to the Stanage Bay township	Unfunded		\$24,000,000	
	Stanage Bay Road. Bitumen seal 13km	\$2,152,253			Completed October 2008
	Banwan Creek Bridge replaced by Livingstone Shire Council		\$850,000		Completed October 2008
Green Route	Realignment and widening of concrete floodway west of Balmoral turnoff.	\$60,000			Completed July 2006
	Raspberry Creek Road. Pavement widening and visibility improvements on remainder of road between The Oaks turnoff and the Army gate.	\$379,400			Completed January 2007
	Raspberry Creek Road. Bitumen sealing from Bruce Highway to The Oaks turnoff.	\$1,403,600			Completed July 2006
	Raspberry Creek Road / Bruce Highway intersection upgrade to cater for B-Double movements.	\$500,000			Completed September 2007
Brown Route	Rossmoya Road. Bitumen seal of remaining gravel section south of Alligator Creek.	\$664,200			Completed June 2007
	Canal Creek Road. Bitumen sealing of remainder of gravel road between Charcoal and Werribee Roads.	\$918,000			Completed January 2007
	Widening/drainage improvements to Werribee Creek and Werribee Creek Overflow floodways	\$100,000			Completed February 2007
	Rossmoya Road, Werribee Road, Valley Road. Pavement widening, visibility benching etc on remainder of road to provide for B Double movements as per guidelines.	\$549,820			Completed December 2007
	Alligator Creek Bridge replaced by Livingstone Shire Council		\$1,250,000		Completed October 2008

BITUMEN SEALING OF STANAGE BAY ROAD TO SHOALWATER BAY TRAINING AREA AND STANAGE BAY TOWNSHIP CONTINUED

Proposed upgrade of Stanage Bay Road includes:

- Stage 1. 39.3km section of 96.28km road to be sealed
- Stage 2. 40km of 96.28 km road to be sealed
- 6.5m wide seal on 8m pavement (B-Double standard)
- Sufficient existing gravel to be included into pavement design as CBR 15
- Widening of existing narrow floodways and grids to minimum 6.5m
- Tilpal Creek Bridge to remain at current width and signed appropriately
- Realignment of a number of substandard corners.

Stage No.	Chainages	May 2016 Estimate
1	12.6 to 56.8	\$23,600,000
2	56.8 to 96.8	\$24,000,000
		TOTAL \$46,700,000

Council would prefer a "once-off" \$46.7 million funding approval with works being staged over a number of years to minimise impact on road users. Alternatively, staged funding approvals in line with May 2017 cash estimates.

3.0 REGIONAL TRANSPORT STRATEGY

The Grey Route has been identified in regional transport strategies as needing upgrading because of its importance to the regional economy and defence force activities in the Shoalwater Bay Training Area.

3.1 Transport Plans

3.1.1 Capricornia Integrated Regional Transport Plan 2003-2030

The Capricornia Integrated Regional Transport Plan 2003-2030, (CapIRTP) is the basis for delivering sustainable transport in Queensland's Capricornia Region.

The CapIRTP was developed with the input of Queensland Transport, Department of Main Roads, Rockhampton Regional Council and Livingstone Shire Council. The plan has been prepared in consultation with interested individuals and organisations. The CapIRTP is the first comprehensive integrated transport plan prepared for the region which considers all modes of transport. It evaluates the needs of the residential population and the economic requirements of major industry through to 2030.

The CapIRTP identifies access to the Shoalwater Bay Military Training Area as a significant road network issue. Further, it notes that there are opportunities for increased defence force exercises by Australian and foreign forces with possible consequential increases in related supply and service contracts for local industries.

3.1.2 Road Alliance – Roads of Regional Significance

Livingstone Shire Council is a member of the Rockhampton Regional Roads and Transport Group and Stanage Bay Road is listed as a Local Road of Regional Significance.

Stanage Bay Road in particular is a commuter route and forms the only access to Stanage Bay township which is a remote community. The road also provides the only access to a thriving primary production area.

3.2 Connecting Function to Larger Road Network

The Grey, Green and Brown Routes are all classified as rural collectors, whose main function is collecting and distributing traffic from local areas to the wider road network, including access to abutting properties.

3.2.1 Grey Route

Stanage Bay Road is 96.28km long. In August 2001 the first 3.354km was upgraded and sealed under the Roads to Recovery Program. A further 13km was upgraded and sealed in 2008 as part of the initial \$7.4 million allocation. Stage 1 39.6kms of Stanage Bay Road, to the "Stevens Road Army Access Gate" and Stage 2 40kms to the Stanage Bay Township is the subject of this funding submission. Stanage Bay Road provides the only external access to the northern section of the 454,000 hectare Shoalwater Bay Training Area via the Polygon Turn Off, which is 19km from Bruce Highway, or the Pine Mountain/Williamson Air Field turn off, which is 57km from Bruce Highway. The only other access to the northern section is by the internal Army North-South Road. When live firing exercises are conducted in the central areas of the training area, defence and service personnel must use Stanage Bay Road to access the northern area.

Stanage Bay Road is the sole access road to 19 specialist breeding and fattening beef cattle properties, covering an area of 95,000 hectares. It is also the sole access to Stanage Bay township with 117 village residential and commercial allotments, including a comprehensive general store and marine centre.

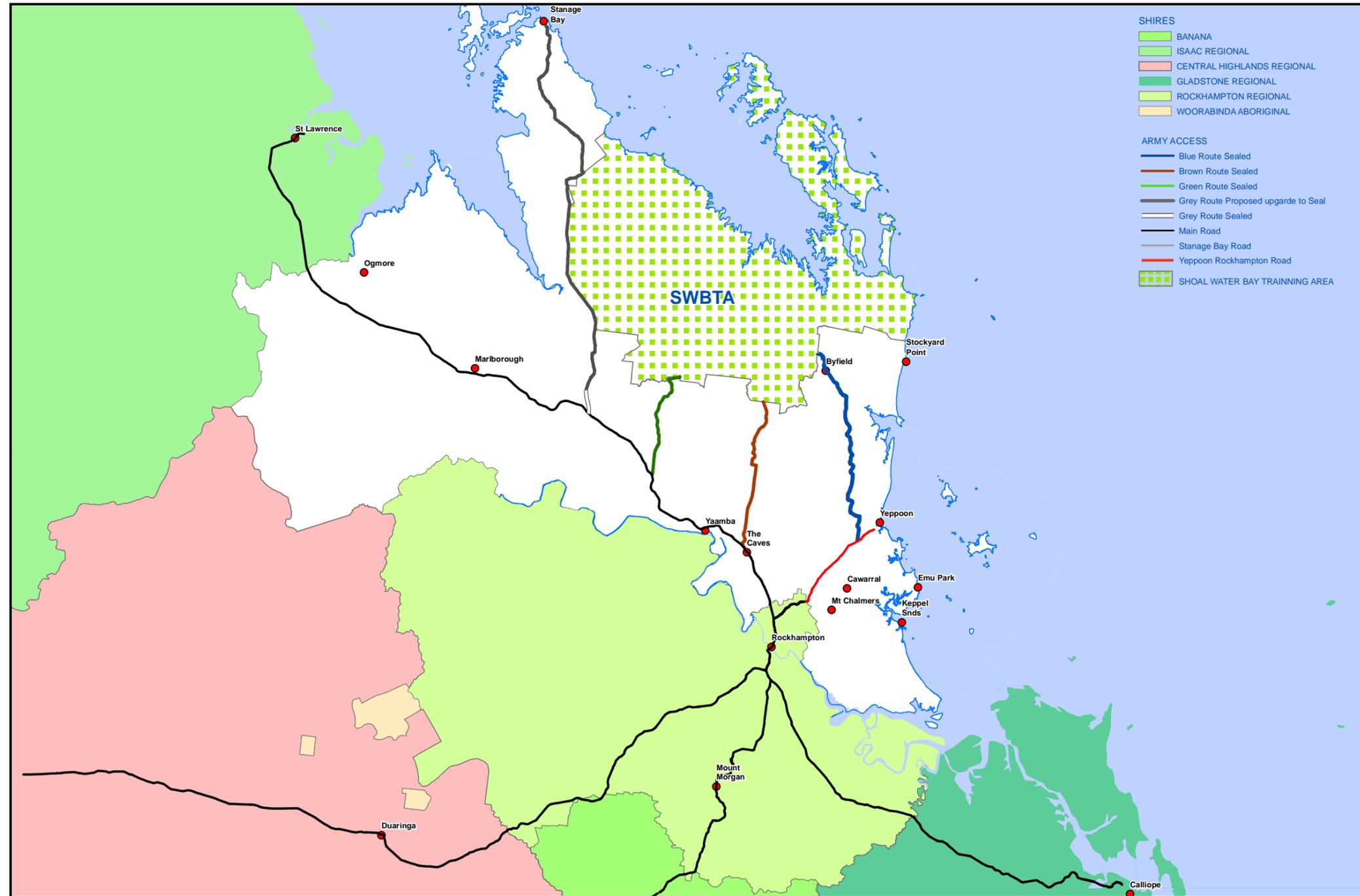
Stanage Bay township is also the base for the Thirsty Sound Coast Guard, Stanage Rural Fire Brigade and Stanage Bay SES. The road and township also service the operating off-shore island groups of Duke Island, Quail Island and Long Island.

Described by Queensland Holidays as a tranquil town, Stanage Bay offers fresh reef fish and barramundi, huge full mud crabs, serene beaches, mountainous bushwalking, beach combing around cliffs and caves, islands, whales, turtles and dugongs. The tourism potential of Stanage Bay has the potential to be developed in the same spectacular fashion as the town of 1770/Agnes Waters after the access road was sealed. This will help Livingstone Shire realise this exciting potential.

3.2.2 Green Route and Brown Route

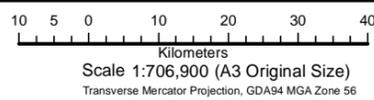
The Green Route and Brown Route provide essential access points for the military to the Shoalwater Bay Training Area.

In addition, the routes provide a connecting function for local cattle and paw paw producers allowing them to deliver their livestock and produce to market.



- SHIRES**
- BANANA
 - ISAAC REGIONAL
 - CENTRAL HIGHLANDS REGIONAL
 - GLADSTONE REGIONAL
 - ROCKHAMPTON REGIONAL
 - WOORABINDA ABORIGINAL
- ARMY ACCESS**
- Blue Route Sealed
 - Brown Route Sealed
 - Green Route Sealed
 - Grey Route Proposed upgrade to Seal
 - Grey Route Sealed
 - Main Road
 - Stange Bay Road
 - Yeppoon Rockhampton Road
 - SHOAL WATER BAY TRAINING AREA

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Strategic Shoalwater Bay Access Routes



4.0 SUPPORTED REGIONAL INDUSTRY

Many industries and facilities in the Rockhampton and Capricorn Coast regional area rely on business generated by the defence forces use of the Shoalwater Bay Training Area. Their presence provides jobs, training opportunities and local supply of goods and services.

It is estimated that defence force exercises at the Shoalwater Bay Training Area inject in excess of \$10 million into the regional economy every year. This figure is significantly more every second year when joint exercises with the US Defence Force are conducted. In addition, there are significant multiplier effects to the wider economy, including an estimated \$7 million expended through 'military tourism' in the region every year. The ASTMI agreement will bring significant increases in military training exercises which will further benefit regional industry.

In addition, a number of other regional businesses are clustered along the access routes to the Shoalwater Bay Training Area, particularly the Grey Route.

Together, the Rockhampton Regional Council and Livingstone Shire Council, are seeking to maximise the economic benefits to the region.

4.1 Defence

4.1.1 Shoalwater Bay Training Area

Established in 1965, the Shoalwater Bay Training Area, situated approximately 80km north of Rockhampton, has played host to army, navy and air force exercises from the defence forces of Australia, the United States and Singapore, to name a few. It is the only area in Australia where the Navy, Army and Air Force can engage in joint exercises.

The proposed sealing and widening of the Grey Route will result in improved all-weather access to the Shoalwater Bay Training Area and Stanage Bay Township which will benefit Defence and the Stanage Bay community with reduced travelling time and costs.

4.1.2 Bajool Magazine Precinct

The Department of Natural Resources and Mines manage the magazine site at Bajool (situated between Rockhampton and Port Alma) and undertook improvements to provide high security storage areas.

4.1.3 Singapore Armed Forces

Singapore Armed Forces have already established a training facility in Rockhampton. Their prime contractor employs local people and provides business opportunities for regional businesses.

Untapped opportunity for more recreational leave time of defence personnel to be spent within Yeppoon and the Capricorn Coast.

4.1.4 Western Street Defence Complex

The long established Western Street Defence Complex, under the jurisdiction of the Australian Defence Force, is located adjacent to the airport and is used as the stepping off point for Australian and US defence personnel who participate in training exercises at Shoalwater Bay.

4.1.5 Port Alma

Port Alma is the preferred port for handling explosives and military equipment by defence forces from Australia, Singapore and the United States because of its strategic importance in support of the Shoalwater Bay Training Area. It is located on the southern tip of the Fitzroy River delta and is approximately 90km south-east of Rockhampton.

4.1.6 Rockhampton Airport

The airport currently processes approximately 360,580 domestic passengers and 12,000 international passengers annually. The majority of international passengers are troops involved in combined military exercises between Australian and foreign defence forces.

The airport serves a significant military role during exercises at the Shoalwater Bay Training Area, acting as the base for both Australian and overseas military aircraft. It has a runway length of 2,680 metres, providing an international standard runway.

4.1.7 Other Service Providers

The Rockhampton and Capricorn Coast region business community has been providing services to Australian and international defence forces for the past 40 years. In recent times, the region's business community has seen the benefits of clustering and networking to supply goods and services, and therefore retain business within the region to the region's benefit.

SUPPORTED REGIONAL INDUSTRY CONTINUED

4.2 Beef Cattle

Beef cattle are farmed along the Grey, Green and Brown Routes. Cattle along the Grey Route alone have a primary farm gate value of \$6.5 million, mainly direct to works for export to Japan, South Korea, the USA and increasingly the European Union. This figure is vastly increased after processing, packing and value adding. The by-product value is also high.

Stanage Bay Road is the sole access road for 19 specialist breeding and fattening beef cattle properties, covering an area of 95,000 hectares. Access to these properties is regularly restricted or cut due to wet weather events and/or the military traffic using the road to access the Shoalwater Bay Training Area, with resultant corrugations and potholes contributing to bruising and stress of cattle transported to Rockhampton abattoirs.

Sealing road to B-Double standard will deliver beef cattle properties immediate economic and other benefits, including:

- Increased safety
- Increased connectivity during wet season, including access to abattoirs in Rockhampton
- Increased yield of meat due to reduced loss due to bruising currently occurring due to corrugations caused by military traffic and/or wet weather
- Reduced stress on stock in transit
- Reduced road maintenance costs for Council, which is in the range of \$700k - \$800k per annum
- Reduced repair costs to cars and trucks
- Improved emergency services access.

4.3 Seafood

Stanage Bay, at the end of the Grey Route, is home to a thriving and growing seafood industry, with a primary value of \$1.2 million. The seafood is mainly for domestic consumption, but some product is exported fresh by air to South East Asia.

4.4 Horticulture

Horticulture produce along the Grey Route has a primary farm gate value of \$100,000 and is for domestic consumption.

4.5 Tourism, Fishing and Recreation

The value of tourism, fishing and recreation in the Stanage Bay area would greatly benefit from significant improvements to the Grey Route and have the potential to be developed in the same spectacular fashion as the town of 1770/Agnes Waters did. This road will help us realise this exciting potential.

Stanage Bay Road is also the sole access to Stanage Bay township with 117 village residential and commercial allotments, including a comprehensive general store and marine centre. Described by Queensland Holidays as a tranquil town, Stanage Bay offers fresh reef fish and barramundi, huge full mud crabs, serene beaches, mountainous bush walking, beach combing around cliffs and caves, islands, whales, turtles and dugongs. The tourism potential of Stanage Bay will be greatly increased by additional sealing to its doorstep.

The proposed upgrade will enhance the tourism offering at Stanage Bay township and optimise economic and social benefits to the community. Improved access to Stanage Bay will not only provide opportunity for increased tourism visitation but will also provide the opportunity to increase the population of the township and underpin improve facilities and amenities at this locality.





image by the Morning Bulletin





4.6 The Queensland Plan Submission - Livingstone Shire Council

Rockhampton Regional Council's and Livingstone Shire Council's individual submissions to The Queensland Plan in 2014, identified defence industries as a key economic driver of the region.

The Shoalwater Bay Training Area is an internationally recognised military training ground and offers significant returns and opportunities to the economy of the region.

The 454,000 hectare training area, incorporating 180,000 hectares of coastal and marine area, is recognised as one of the best training areas in the world and currently supports both domestic and international, single nation and joint defence exercises for Australia and its allies.

To support annual exercises at Shoalwater Bay, the Singapore Armed Forces have established a permanent presence adjacent to the Rockhampton Airport. The airport itself has had its runway extended to 2,680 metres to accommodate large charter and military transport aircraft.

The regular use of the training area and accompanying influx of troops provides a significant economic stimulus to Rockhampton, Gladstone and the Capricorn Coast and opportunities exist for local business to capitalise on the defence presence.

The Capricorn Coast is able to provide support for families by way of housing, educational facilities from kindergarten to tertiary, a range of places of worship, health services, recreational facilities, a wide range of sporting facilities, vehicle maintenance and more.

The Capricorn Coast is used to, and in fact welcomes, personnel from the Australian, United States and Singapore Defence Forces each year in the community as military exercises have been taking place in this region for approximately 50 years.

Livingstone Shire Council's current Town Planning Scheme adopted in 2005 identified the ongoing use of the Shoalwater Bay Training Area providing economic benefits for the region. The training area is the most used of any defence training area in Australia. As a defence resource, it is very highly regarded because of its size and flexibility for a wide range of training uses.

This recognition will continue through to the new Planning Scheme that is anticipated to be ratified mid 2017.





image by the Morning Bulletin



5.0 APPENDIX A

5.1 Support for the Proposal

The sealing and widening of the Grey Route has widespread support within the Rockhampton and Capricorn Coast region community.

- Stanage Township Organisation
- Stanage Rural Fire Service
- Coastguard
- Stanage SES
- Plumtree Store
- Capricorn Enterprise (Regional Tourism Organisation)

STANAGE TOWNSHIP ORGANISATION INC

39 BANKSIA ROAD, STANAGE, QLD 4702

18th May 2016

The Chief Executive Officer

Livingstone Shire Council

Dear Sir/Madam.

The Stanage Township Organisation Inc. would like to support the Livingstone Shire Council's submission for funding for the upgrade to the Stanage Bay Road.

Stanage is a small remote coastal community situated at the end of approximately 80kms of gravel road. The condition of this road, despite the best efforts of Council, can vary between good and very poor. During summer months and times of even moderate rain, the road becomes impassable due to flooding of creeks and washouts.

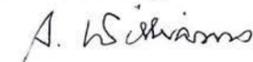
The community consists of 50 permanent residents with an influx of some 150 tourists and visitors at various times of the year. The majority of residents are aged 60 years and over.

Medical assistance is provided by the Capricorn Rescue Helicopter Service and the Queensland Ambulance Service based in either Rockhampton (170kms away) or Marlborough (130kms away). Access to the Queensland Police Service is only available through these bases as well. The local SES Group has provided road transport medical evacuation to assist the QAS in the past.

Being an elderly community, many residents have to access medical assistance, in Rockhampton, on a regular basis. The condition of the Stanage Bay Road at certain times of the year, due to flooding and poor road surface, can compromise the safety of community members.

We fully support Council's effort in their endeavour to upgrade our road.

Yours sincerely



Sandra Williams

Secretary

STANAGE RURAL FIRE BRIGADE

150 BANKSIA ROAD

STANAGE

QUEENSLAND 4702

20/5/2016

Chief Executive Officer

Livingstone Shire Council

Yeppoon

Dear Sir/Madam

The members of the Stanage Rural Fire Brigade would like to express their support for Livingstone Shire Council in their bid to obtain funding for the upgrade of Stanage Bay Road.

As you will be aware, Stanage is a remote community which brings a number of challenges for the members of the Rural Fire Brigade. This Brigade has a large area that is covered by our small band of members. The Brigade is not only responsible for the town environs, but also for all the properties that are located along the Stanage Bay Road. The gravel road can become quite treacherous at times due to large pot-holes and washouts that occur frequently due to weather events and heavy traffic during tourist peak seasons. Heavy vehicles including petrol tankers, cattle trucks and military vehicles also have an impact on the condition of the road. During the wet season the road is frequently cut by flood water due to the numerous creeks that cross the road, often during these events the road and creek crossings can sustain severe damage.

In the storm season lightning strikes and fallen power lines can cause wildfires, which must be attended to as soon as possible to ensure public safety. If the road is in bad condition at the time, the response time can be severely impeded. The fire truck is also required to be serviced on a regular basis in Rockhampton and has sustained damage in the past due to the poor condition of the road. If the funding was procured to upgrade the road, the implications for the Brigade and all travellers that use the road would be most beneficial. As safety is always paramount for our members, a better road would safeguard the welfare of our members and the Fire Truck. It would also ensure a more efficient response time in an emergency.

Yours sincerely

Mr Harry Casey

Chairman

Mr William Nord

Secretary

Mrs Jan Ibbotson

Treasurer



Office of Origin:
QF24 Thirsty Sound

18th May 2016

The Chief Executive Officer
Livingstone Shire Council

Dear Sir/Madam

I am writing this letter in support of Livingstone Shire Council's efforts to secure funding for upgrading the Stanage Bay Road.

The Stanage Bay Road consists of approximately 80kms of gravel road. Despite the Livingstone Shire Council's best efforts to maintain the condition of the road, its surface can vary from good to very poor and indeed impassable during times of rain due to flooded creeks and washouts.

The township of Stanage is a popular destination for recreational and commercial fisherman all year round. As an Australian Volunteer Coastguard Flotilla, we are primarily concerned with the safety of mariners at sea; however, there have been times when we have had to rely on Queensland Ambulance Service (QAS) backup for medical evacuations when injured crew members from a boat have been returned to the ramp. Should the QAS not be able to access the ramp because of the condition of the road and the Capricorn Rescue Helicopter is unable to attend, the health and safety of the injured crew is compromised.

While the rescue vessels are not often towed along the road, we have had to trailer the Reinforced Inflatable Hull vessel to Rockhampton to participate in Search and Rescue exercises. The gravel road is not very kind to the hull of the vessel. Members of the Flotilla are regularly required to attend meetings in Rockhampton and access training opportunities. Driving over the road, when it is in poor condition, causes fatigue to these members and compromises their safety when returning from these meetings.

As a volunteer organisation, we fully support the Livingstone Shire Council's efforts in trying to provide this community with reasonable road access enjoyed by most communities throughout the State and country.

Yours sincerely

Barry Williams
Flotilla Commander
QF24 Thirsty Sound

Banksia Road
Stanage
Qld; 4702

www.coastguard.com.au

Australian Volunteer Coast Guard Association Inc

ABN 99 392 980 313



STANAGE STATE EMERGENCY SERVICE GROUP

STANAGE; QLD; 4702

18th May 2016

The Chief Executive Officer

Livingstone Shire Council

Dear Sir/ Madam,

Members of the Stanage SES Group, would like to express their support for Livingstone Shire Council's submission to government for the upgrade of the Stanage Bay Road.

As an emergency response group of volunteers, we are often called upon to respond to incidents along this 100kms of road (80 kms. of which is gravel). When assistance is required, the time taken to reach the site of the incident can be critical to a positive outcome for those affected. The condition of the road which can vary from good to very poor has a significant impact on this response time.

As a remote community, we rely upon the assistance of the Capricorn Rescue helicopter and the Queensland Ambulance Service (QAS) for medical evacuations. When the helicopter is not able to be tasked to Stanage, and when it is advisable, the SES is used to transport the ill or injured to meet the QAS along the road to minimise the time between injury and reaching medical assistance.

During the summer months, the road is often cut for days due to flooded creek crossings and washouts on the road. Even after moderate rainfall, the road can deteriorate in places so that hazard warning signs are required to be placed prior to Council carrying out repairs.

While the permanent population of Stanage is only approximately 50 residents, this number can easily triple with tourists and campers taking advantage of the location during holiday periods. "Grey Nomads" utilise this location for three months of the year on an annual basis.

In the interests of safety for our members and members of the public, we fully support Council's submission for funding to upgrade the Stanage Road.

Yours sincerely

Barry Williams

Group Leader

BJ & ML Haynes trading as Plumtree Store
253 Banksia Road
Stanage, QLD 4702
May 19, 2016

CEO
Livingstone Shire Council
PO Box 2292
Yeppoon QLD 4703

Dear Madam,

I am providing a letter of support regarding possible upgrades to the Stanage Bay Road, located in the Livingstone Shire.

I along with my wife Maree, have been a business owner and resident of Stanage for the past 20 years. As well as owning and running the Plumtree Store, I also operate Plumtree Express, a freight company in which I travel the Stanage Bay Road to Rockhampton on average of twice a week, often more, depending on the season.

Upgrades to the road would be beneficial to not only myself, but all residents and visitors of Stanage. Travelling the road so often requires extensive maintenance on my vehicles which are quite costly to our business. I also hold an Australia Post contract which services 14 stops along the road, before finally reaching Stanage. Road improvements would mean less travel time and less wear and tear caused to my vehicles.

Sincerely

Bevan Haynes of BJ & ML Haynes trading as Plumtree Store



Rockhampton Office:
Ground Floor Foyer, 34 East Street, Rockhampton
PO Box 1313, Rockhampton Q 4700

Capricorn Coast Office:
Ross Creek Roundabout, Scenic Hwy, Yeppoon
PO Box 166, Yeppoon Q 4703

Email: admin@capricornenterprise.com.au
Web: www.capricornenterprise.com.au
Ph: 07 4927 2055 Fax: 07 4922 2605

ABN: 72 142 612 280
Capricorn Tourism & Economic Development Ltd
Trading as Capricorn Enterprise

Wednesday 18 May 2016

To Whom It May Concern,

Re: Livingstone Shire Council's Stanage Bay Road Upgrade

Capricorn Enterprise fully supports the application by the Livingstone Shire Council for the Stanage Bay Road Upgrade as part of the \$1 billion Defence spending boost.

Capricorn Enterprise is one of Queensland's official membership based Regional Tourism Organisations and Regional Development Organisations and is recognised as the peak tourism and economic development body for the Capricorn Region within Central Queensland. Our organisation is chartered to deliver a number of key services, including assisting with the facilitation of a strong, healthy and diverse local economy.

Livingstone Shire Council is seeking \$18 million to seal a 39.6 kilometre section of the Stanage Bay Road as well as the widening of narrow floodways and the realignment of a number of substandard corners. The Stanage Bay Road is a key access route to the Shoalwater Bay Training Area (SWBTA) and is utilised by a number of industries including Beef Cattle, Seafood, Horticulture, Tourism, Fishing and Recreation.

The Stanage Bay Road is important to agribusiness in the region and has been nominated as a potential beef route as part of the Northern Australia Plan implementation. Beef Cattle along Stanage Bay Road have a primary farm gate value of \$6.5 million, mainly direct to works for export to Japan, South Korea, USA and increasingly the European Union. This figure is vastly increased after processing, packing and value adding. The by-product value is also high.

Stanage Bay Road is the sole access road for 19 specialist breeding and fattening beef cattle properties, covering an area of 95,000 hectares. Access to these properties is regularly restricted or cut due to wet weather events and/or the military traffic using the road to access Shoalwater Bay Training Area, with resultant corrugations and potholes contributing to bruising and stress of cattle transported to Rockhampton abattoirs.

Stanage Bay Road is also the sole access to Stanage Bay township with approximately 120 village residential and commercial allotments, including a comprehensive general store and marine centre. Described by Queensland Holidays as a tranquil town, Stanage Bay offers fresh reef fish and barramundi, huge full mud crabs, serene beaches, mountainous bush walking, beach combing around cliffs and caves, islands, whales, turtles and dugongs. The tourism potential of Stanage Bay will be greatly increased by additional sealing.

Stanage Bay is also home to a thriving and growing seafood industry, with a primary value of \$1.2 million. The seafood is mainly for domestic consumption with some product exported fresh by air to South East Asia. The value of tourism, fishing and recreation in the Stanage Bay area would benefit from significant improvements to Stanage Bay Road.

On behalf of the Chairman, Directors and our 400 Business Members, I commend Livingstone Shire Council in planning for future economic and tourism development in our region. The proposed upgrade will enhance the tourism offering at Stanage Bay township and optimise economic and social benefits to the community. Improved access to Stanage Bay will not only provide opportunity for increased tourism visitation but will also provide the opportunity to increase the population of the township and underpin improve facilities and amenities at this locality.

We commend the Livingstone Shire Council for seeking funding for this project and wish them the very best in their endeavours.

If you require further information please do not hesitate to contact me.

Yours sincerely,

Mary Carroll
Chief Executive Officer

Proposed by Livingstone Shire Council - Shoalwater Bay Training Area Stakeholder Reference Group Terms of Reference (Draft)

Introduction

On the 8 February 2017 a Senate inquiry was established by the Foreign Affairs, Defence and Trade References Committee to determine the:

Impact of Defence training activities and facilities on rural and regional communities.

The Terms of Reference were:

- a. economic, social and environmental impacts;
- b. consultation and communication with local government and community organisations;
- c. investments in new facilities, infrastructure and operations;
- d. utilisation of local suppliers and service providers to achieve value for money;
- e. encouraging awareness of tendering opportunities for rural and regional businesses; and
- f. any other related matters.

The Standing Committee on Foreign Affairs, Defence and Trade held a Public Hearing in Rockhampton on 12 July 2017. Witnesses at the public hearing included representation from:

- Rockhampton Regional Council
- Livingstone Shire Council
- Gladstone Regional Council
- Capricornia Chamber of Commercial
- Regional Development Australia Fitzroy & Central QLD
- Capricorn Enterprise
- Local SME's
- Marlborough landowners
- Department of Defence

A final report on the outcomes of the inquiry is due by November 2017. In the interim, there was support for the forming of a stakeholder Reference Group to partner with Department of Defence to ensure that Central Queensland's regional communities, local government and businesses benefit from defence military training exercises and associated economic activities including the major expansion projects being conducted at the Shoalwater Bay Training Area. In particular the:

Australia Singapore Military Training Initiative (ASTMI)

The Shoalwater Bay Training Area (SWBTA) is set to be expanded under the Australia Singapore Military Training Initiative (ASMTI) and will at least double SAF troops and triple time on ground (from 6 weeks to 18 weeks). Defence estimates that the Singapore Government will invest approximately \$1 billion in the Rockhampton and Capricorn Coast regions in the next 10 years through the Comprehensive Strategic Partnership (CSP).

Ministerial Business Mission to Singapore

The importance of the ASTMI and working collaboratively with defence, local government and regional businesses was recognised in the recent formation of a ministerial business delegation to Singapore at the end of August 2017. This delegation will comprise representatives from local governments in Townsville, Rockhampton and the Capricorn Coast and companies seeking to understand and leverage the opportunities that may arise from the Australia Singapore Military Training Initiative, under the Comprehensive Strategic Partnership, to be implemented in North and Central Queensland. The two-day program (22 and 23 August) will comprise meetings, business briefings and networking opportunities with Singaporean Government officials and leaders of industry. This delegation is focussed on linkages to the future Singapore Armed Forces activity and the precise support they may require.

Shoalwater Bay Training Area Redevelopment (Project J0107)

The redevelopment will deliver infrastructure improvements across Shoalwater Bay Training Area (SWBTA) to support increased large scale training activities. The key training areas need to be improved to support significantly increased usage. The estimated value of the project is between \$120m and \$140M; and the works is between \$100M and \$120M.

Other factors

Other factors that require consideration are the Defence acquisition of cattle breeding and fattening land in Marlborough and Stanage, both for Defence and the ASTMI and the economic and social impacts of this acquisition on the local community and businesses.

Principles behind formation

The formation of this stakeholder Reference Group should not be seen to replace, nor circumvent current Defence community, business and local government engagement. However, the issues arising from the Senate Inquiry regarding lack of past defence engagement with impacted community and business groups cannot be ignored. Rather this Reference Group should be seen as a value-add to existing defence engagement practices in Central and North Queensland to ensure collaborative consultation occurs across all impacted stakeholders in the future.

Partnerships with Northern Reference Group

If a similar Reference Group were formed in Townsville this would solidify the link Central Queensland has with Northern Australia and allow the two Reference Groups to collaborate to gain insight and key learnings from each other's experiences.

Livingstone Shire Council submits to the Senate Inquiry as an "additional document" the following objective and draft Terms of Reference for their consideration as content if a Shoalwater Bay Training Area stakeholder Reference Group is formed.

Shoalwater Bay Training Area Stakeholder Reference Group Terms of Reference (Draft)

Objective

For local government, business and the community to establish a collaborative partnership with the Department of Defence to identify and participate in the social and economic benefits that flow on from military exercises and projects conducted at the Shoalwater Bay Training Area.

Draft Terms of Reference/Tasks

1. Identify partnerships and opportunities to maximise the involvement of local businesses to secure contracts during military training exercises and major projects conducted by Australian Defence Force (ADF), the Singapore Armed Forces (SAF) and the United States Military at the Shoalwater Bay Training Area by:
 - a) Seeking opportunities for collaboration to maximise local procurement leverage to achieve economies of scale and efficiencies to win defence contracts.
 - b) Ensure procurement and supply chains are informed when work packages are released
 - c) Supporting initiatives that help local organisations to develop the skills and resources to win defence contracts.
2. Identify partnerships and opportunities to maximise the involvement of local businesses to secure contracts for the ongoing environmental management of the Shoalwater Bay Training Area.
3. Identify local infrastructure improvements that benefit the local community and alleviate the impacts of the expansion of military training exercises on regional facilities and infrastructure.
4. Identify ways to offset the agricultural loss of the ASMTI expansion on the community, business and local government.
5. Identify and build capacity to increase Defence and SAF rest and recreation experiences in the region.
6. In partnership with Defence implement the recommendations from the Senate Inquiry into the impact of Defence training activities and facilities on rural and regional communities, (only recommendations which the steering committee can influence).
7. Continue to advocate for an increased local Defence presence in particular local officers that provide support in providing procurement advice to local suppliers and a community liaison.

Composition

Chaired by a defence representative such as the Australia-Singapore Military Training Initiative Business and Community Liaison officer with representations from:

- Rockhampton Regional Council
- Livingstone Shire Council
- Gladstone Regional Council
- Capricornia Chamber of Commerce
- Department of State Development
- Queensland Department of Aboriginal and Torres Strait Partnerships
- Regional Development Australia Fitzroy & Central QLD

- Capricorn Enterprise
- Industry Capability Network (ICN)
- Local SME's (representation from each region)
- Local representation from community and businesses located in proximity to the Shoalwater Bay Training Area (Marlborough and Stanage Bay)
- Defence (other relevant representation)
- SAF (local community liaison officers)

The proposed stakeholders (which may not be an exhaustive list) highlights the number of organisations and agencies just in Central Queensland alone that are currently involved in the defence agenda in some way and therefore vindicates the need to achieve some cohesiveness in how the region is engaged with and more importantly collaborating to achieve the best possible outcomes for all involved.

Establishing the Reference Group could be done in two stages, for example, the Reference Group may be formed with the primary key stakeholders initially and then once functioning affectively others, such as relevant Government Departments and Agencies for example ICN, could be invited to join as ex Officio members or just to present to the Reference Group as required.

This may assist in managing the size of the Reference Group, sensitivities and the complexity of regional relationships.